

Philippines - Roads

Report generated on: June 8, 2020

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Overview

Identification

COUNTRY

Philippines

EVALUATION TITLE

Roads

EVALUATION TYPE

Independent Performance Evaluation

ID NUMBER

DDI-MCC-PHL-IDG-ROAD-2020-v01

Version

VERSION DESCRIPTION

Not applicable to this evaluation; no quantitative data to be shared

Overview

ABSTRACT

The evaluation will address the following evaluation areas:

Evaluation Area 0 examines whether the SNRDP was implemented according to plan. The analysis will focus on highlighting any ways that implementation deviated from the original Compact design to fully understand how the SNRDP was implemented. The evaluation team will review program documents to identify any changes made to the original design.

Evaluation Area 1 tests the economic viability of MCC-funded roads by conducting a cost-benefit analysis (CBA) to estimate the economic rate of return (ERR) and net present value (NPV) of the roads. The CBA will employ the Highway Development and Management (HDM)-4 model, an analytical tool developed by the World Bank. The post-Compact CBA will re-evaluate the validity of the initial assumptions made prior to the Compact and the economic viability of the SNRDP.

Evaluation Area 2 will evaluate the road maintenance regime within the Philippines to test the sustainability of improvement in road infrastructure. Examining the political and economic factors shaping road maintenance decisions and practices will improve MCC's assumption on post-Compact maintenance and project-life assumptions about its infrastructure investments. In particular, Evaluation Area 2 will assess whether MCC's investment in improving maintenance practices were effective in improving the Philippines' maintenance practices.

Evaluation Area 3 is a study of road users to understand the type of beneficiaries from the SNRDP. The data collected for Evaluation Area 3 will inform the HDM-4 model. Information such as the cost and duration of trips and value of goods being transported will be analyzed. This evaluation area is also intended to understand any change over time in road users and their travel patterns before and after the road improvement and how they differ among the road users.

Evaluation Area 4 is an analysis of the transportation market structure. This evaluation area will analyze transportation market structure, both formal and informal, to understand how cost savings from road improvements have passed on to transport consumers who do not own their own vehicles. The analysis of the formal and informal institutions of the transportation market will inform whether vehicle operating cost (VOC) savings are passed on to road users who do not own their own vehicle, such as farmers transporting their goods to market and public transportation users.

Below are the key evaluation questions for each evaluation area:

Evaluation Area 0

0) Were there any deviations from the original project design? [Result: Road Rehabilitation, Construction and/or Improvement]

Evaluation Area 1

1) What is the economic return of the road investment? [Result: Time Savings and Lower Vehicle Operating Costs (modelled by HDM-4), and Reduced Road Maintenance Cost]

Evaluation Area 2

2A) What are the relevant road authority's current maintenance practices and what is the likelihood that MCC's investment will remain adequately maintained for the life of the investment? Specifically, what maintenance regime reflects current practices and will therefore be applied in HDM-4? What maintenance practices most influenced your selection of this regime? [Result: Assumption: Maintenance]

2B) In cases where MCC investments included targeted maintenance improvements, how were these implemented and what were the effects of those efforts? [Assumption: Maintenance]

Evaluation Area 3

3A) Who is traveling on the road, why, what they are transporting, what they are paying for transport, and how long does it take to move along key routes? [Reduced Transportation Costs (actual), Generated and Diverted Traffic] How does road usage vary by road-user's income and gender?

3B) Have road usage patterns changed, in terms of who is traveling on the road, why, what they are transporting, what they are paying for transport, and how long it takes to move along key routes? [Results: Reduced Transportation Costs (actual), Generated and Diverted Traffic]

Evaluation Area 4

4) Given the existing transportation market structure, what portion of VOC savings will be passed on to consumers of transportation services; and if not all savings are passed on, could this project have cost effectively addressed these inefficiencies? [Result: Reduced Transportation Costs (actual)]

EVALUATION METHODOLOGY

Independent Ex-Post ERR and HDM-4

UNITS OF ANALYSIS

Individuals, administrative units

KIND OF DATA

Other

TOPICS

Topic	Vocabulary	URI
Transport	MCC Sector	
Capacity Building and Institutional Development	MCC Sector	

KEYWORDS

Philippines, EDR, SNRDP, Philippines Secondary National Roads Development Project, HDM-4

Coverage

GEOGRAPHIC COVERAGE

Samar road crossing the provinces of Samar and Eastern Samar, beginning at the junction of Highway-Buray Wright to the town of Guiuan

Producers and Sponsors

PRIMARY INVESTIGATOR(S)

Name	Affiliation
International Development Group Advisory Services	

FUNDING

Name	Abbreviation	Role
Millennium Challenge Corporation	MCC	

Metadata Production

METADATA PRODUCED BY

Name	Abbreviation	Affiliation	Role
Millennium Challenge Corporation	MCC		Review of Metadata
International Development Group Advisory Services	IDG		Documentation of the Study

DATE OF METADATA PRODUCTION

2020-06-05

DDI DOCUMENT VERSION

Version 1.0 (June 2020): This is the original version.

DDI DOCUMENT ID

DDI-MCC-PHL-IDG-ROAD-2020-v01

MCC Compact and Program

COMPACT OR THRESHOLD

Philippines Compact

PROGRAM

MCC and the Government of Philippines (GOP) signed a five-year, US\$434 million Compact on September 23, 2010, which entered into force on May 25, 2011. The Compact goal was “to reduce poverty through economic growth in the Philippines.” The Compact is composed of three projects: 1) Revenue Administration Reform Project (RARP) with a budget of US\$54.3 million; 2) Kalahi-CIDSS Project (Kapit-Bisig Laban sa Kahirapan - Comprehensive and Integrated Delivery of Social Services) with a budget of US\$120 million; and 3) Secondary National Roads Development Project (SNRDP) with a budget of US\$214.4 million. The SNRDP consisted of the Samar Road Activity and did not include other activities at the time of Compact design. According to the Compact document, the objective of the SNRDP was to i) save time and ii) lower vehicle operating costs for those Filipinos living near the roads. MCC funding was intended to reconstruct and rehabilitate 220km of the Samar road crossing the provinces of Samar and Eastern Samar, of which approximately 180km will undergo reconstruction/major rehabilitation while 40 km will receive only minor rehabilitation, as well as the replacement or upgrading of associated structures, such as bridges and culverts, to eliminate flooding and improve road safety.

MCC SECTOR

Transport (Trans)

PROGRAM LOGIC

For the SNRDP, the reconstruction and rehabilitation of the Samar Road will increase time savings and lower vehicle operating costs for road users. The combined impact of these outputs and outputs from other Projects will lead to the overall goal of poverty reduction through economic growth.

PROGRAM PARTICIPANTS

While the definition of project beneficiaries is not clearly stated, the Compact document refers to benefits accruing to Filipinos living near the roads from MCC's investment. However, MCC's Principles into Practice refutes this theory and suggests that road project beneficiaries should be defined as road users and not those living near the improved road segment. The evaluation refers to project beneficiaries as SNRDP road users.

Sampling

Sampling Procedure

N/A

Questionnaires

No content available

Data Collection

Data Collection Dates

Start	End	Cycle
2021-02	2021-03	N/A

Data Processing

No content available

Data Appraisal

No content available